The Chicago Tribune.

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WASHINGTON.

The Fifty-Million Dollar Currency Resolution Passed in the House.

Fitz-John Porter's Case Discussed in the Senate.

The Cadetship Traffic.

Resolution to Expel Representative Whittemore, of South Carolina.

Passage of the Senate Disabling Bill in the House.

Correspondence on the Cuban Question.

Special Despatch to The Chicago Tribune.

WASHINGTON, Feb. 21.

THE CADETSHIP TRAFFIC.

The investigation into the sale of cadetships is beginning to bear fruit, and the committee is in possession of important testimony in Whittemore's case, with a resolution for his expulsion from the House. It got noised abroad between 3 and 4 o'clock that they were going to do this, and the galleries were soon filled with eager spectators, who were not disappointed in the result. The vote was out of the way, and General Logan rose to a question of privilege. Everybody at once suspected what was coming, and there was an instant hush in the galleries and a settling into seats by members on the floor, while members of Congress came in and took the vacant chairs. It took about half an hour to read the testimony, which was subscribed to Feb. 1, and was very damaging to Whittemore himself. The examination of Saturday by Whittemore himself. The examination of Saturday by Whittemore himself. The examination of Saturday by

The Tribune.

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TUESDAY, FEBRUARY 22, 1870.

NEW YORK AND HER CANAL DEBT.

Mr. Bennett, the Representative in Congress from the Buffalo District, has proposed a bill directing the Secretary of the Treasury of the United States to issue to the State of New York coupon or registered bonds, to the amount of $15,000,000, redeemable in 10–20 years, in sums, and bearing 4½ per cent interest. The State of New York is, with the proceeds of these bonds, to pay that part of her debt for which she has pledged the canal revenues, and thereafter the State is to collect no tolls upon any property transported through the State canals, except a uniform rate of one half mill per thousand pounds per mile, which tolls are to be applied to the most of maintaining the canals of the State with the Erie and Oswego Canals are, at an "early day," to be fitted for navigation by boats of not less than 500 tons, by an enlargement of the locks, and by the deepening and widening of their channels.

Mr. Bennett entitles this measure "A bill to provide for the better protection of the northern and northwestern frontier, and to facilitate commerce and diminish the expenses of the exchequer between the States." A fifth more expensive of the object of the bill would be "To assume a portion of the debt of the State of New York, and to support work of her canals so do not pay the cost of keeping the same."

Assessment of a very few facts is all that is necessary to expose the fraudulence of this measure, and the injustice which it will perpetuate upon the whole people. The receipts of tolls by the State of New York from the Erie Canal up to the close of navigation in 1869 were about $90,000,000. The cost of that canal, including all the steelings, and the interest and compound interest, and the money wasted and lost, did not exceed $36,000,000. Deducting the cost of repairs and maintenance, all of which has been on the swindling order, there is a net surplus to the credit of the Erie Canal of $35,000,000. Why should the people of the United States be taxed to pay New York for the free use of the Erie Canal, when they have reimbursed the State the extravagant expenditure for that canal, and twenty-five millions of dollars more? The Oswego Canal has also in like manner paid back to the State from its tolls the whole cost of the work.

New York owes a canal debt of about $14,000,000. That debt was contracted for which tolls from the Oswego and Seneca Canal has cost $6,000,000, and during the forty years of its existence has yielded $600,000 tolls. The Chemung Canal cost $4,000,000, and its gross tolls were at the close of 1869 $482,000—the annual charge for repairs and interest being double the gross receipts. The Cross-Cut Canal cost, to September, 1868, $960,000. Its gross tolls for thirty-five years amount to $45,000, and the repairs to $128,000. The revenue in 1868 was $300, and the cost of collection was $100; leaving a net income of $200. The Champlain Canal cost to September, 1868, $5,500,000; the gross tolls for thirty-five years only amount to $1,000,000, and the receipts from tolls are only reached $126,000. The Genesse Valley Canal cost the State $1,500,000, $15,000,000, and the tolls for twenty-eight years only aggregate $681,000. The South Lake Canal cost $305,000, and has yielded from tolls $45,000. The Baldwinsville and Oneida River improvement [illegible] that the United States [illegible] contracted for building [illegible] do not meet their [illegible]

It will be observed that [illegible] to continue a tax on the 10-cent basis of tolls upon [illegible] State canals. This includes [illegible] of lateral ditches. The [illegible] provides that the United [illegible] shall not only pay the debt, but [illegible] a tax to pay contractors for repairs on all these canals, which it would [illegible] economical to close up and fill in.

The annual revenue from the New York and Erie and the Oswego Canals shows a surplus of $5,500,000, which is proposed to pay this cost of "maintenance" of the others, and not to pay the existing debt on those canals.

Mr. Bennett's bill is a work dodge. The people of the State have paid the legitimate interest of the Erie Canal debt, and they have paid its actual cost, and a surplus simply in excess of the canal debt of the State of New York. But the revenues of the Erie and Oswego Canals are pledged not only for the payment of the canal debt of the State, but they have in past times been used to pay such other debts. It is only necessary for Congress to understand the fraud which it is the case to know that Mr. Bennett's bill ought to be thrown out. Let New York make the Erie Canal free, or let New York take the consequences of seeing it abandoned as a route for transportation. If we cannot have that canal made free, let us have the St. Lawrence and free commerce with Canada.

SETTLE THEM NOW.

A petition is circulating among the shipping and merchants who were sufferers by the spoliations of the Alabama and other Anglo-rebel cruisers, the object of which is to call the attention of Congress to the fact that the nature and extent of their losses ought to be inquired into and assessed, and that when ascertained it is the duty of our Government to pay them at the first [illegible] priority arises from the character of the claimants, or of any questions of an international character. No effort England will have by reason of losses or British purchasers of Confederate cotton or bonds, or whether they can be made to contribute to the losses by the depredations of the Anglo-rebel cruisers. The Government of the United States, they allege, owes it to them to see them paid in full, whether it is convenient in an international point of view, or not, to collect the bill from England at present or not. This, it is claimed, is not a law by war, but by piracy. What the government is bound to make good. However this may be, the petitioners are certainly right in pressing the Alabama claims. The course of Secretary Fish in delaying their settlement is indefensible. An American Mercantile Commission to examine and report upon the claims assessed at will meet in Washington in May. But the accumulated loss caused by the [illegible] of Alabama by these depredations, if presented, would, we have every reason to believe, be paid with but little [illegible] interfering with the immediate performance of this obvious duty. Should the fear of Secretary Fish that the country believes in Senator Sumner's proposed platform of obtaining ex-[illegible] damages, the cost of prolonging the war, as a reimbursement in the form of a quarter of British America, Such fancies will never block. The payment of the actual losses by the depredations will satisfy the honor and the sentiments of the country, as well as the pockets of its parties in interest. More than this is not desired just by any one in these matters.

"Children, obey your parents," is an injunction needing rather, in the changing fashion of the time, to be defended than denounced. But there may be a limit even to that form of filial piety, not when the matured judgment of the society is more fully followed than the counsels of a parent whose senility or avarice may possibly have sapped sagacity. We have great reason for the respect Judge Gould, and his dutiful son, feel doubts that even now in his old age his wisdom could be safely trusted on questions which for life has been dyed in sledging. Of the astringent qualities of oak and beech bark, or of the requisite strength of a cotton thread for a given purpose, whether the purpose may be the delicate handling of a ball-dish or a fly-skin or the rather treatment of the hide of an ox, we doubt not that the opinion of the elder Gould would still be valuable. But in the consideration of the laws of the country that concern [illegible] and [illegible] the [illegible] of the Chinese in this country, and there is no doubt that the government will enforce this treaty as the law of the land, which the rich and Americans of California must alike obey.

The New York papers publish an extended advertisement of a novel and fanciful suggestion—for the transportation of freight and packages. It proposes to construct pneumatic tubes, similar to those now in use in London; but, instead of running cars through them, impelled by currents of compressed air, as at present, that fills the cavity, it is proposed to load the freight in hollow spheres and roll these through the tubes at rates of from one hundred and fifty to two hundred miles an hour. It is stated, the proposition is to shoot freight as from Chicago to New York through a tube of the diameter of a large navy, to take the place of the many vessels no longer in the service. This bill includes a provision for the sale of these vessels to this company. This company, we suppose, is to convert these vessels into steamships, and, in case of war, is to sell them back to the Navy Department, to be converted into naval vessels again. That is, we suppose, the Arkansas idea of building a navy for the next war. It is useless to spend words upon such a crotchy, visionary, and impracticable scheme. It bears upon its face the evidence of its impropriety and absurdity.

The bill which passed the Senate on Saturday last granting land for a railway in Oregon is, in some respects, a great improvement upon the system heretofore adopted. The debate developed the grati[illegible]fying fact that the Senate will hereafter vote no more subsidies in money or bonds to railroad companies. That is the conclusion to which the Senate has arrived. The provision upon the subject of the land grants which it is a matter of regret has not been in all previous bills. It cuts off speculators. Hereafter Congress has granted alternate sections of land to the railroad, and upon the reserved sections the price has been doubled, thus securing to the government the original price of the whole body of the land. But speculators promptly interposed and bought up all this land, and held it in large bodies until the road being completed, the lands increased in value. But the bill passed on Saturday changes this, and provides that the land may be taken by actual settlers only at the price placed upon the government sections. In the end this policy will be more profitable to the railroad companies than holding the land in large bodies. Actual settlers along the whole line of the road will build up a legitimate business for the road, to last all time, and will thus insure continuous business. But the bill passed on Saturday changes this, and provides that the land may be taken by actual settlers only at the price placed upon the government sections. In the end this policy will be more profitable to the railroad companies than holding the land in large bodies. Actual settlers along the whole line of the road will build up a legitimate business for the road, to last all time, and will thus insure continuous business. But the bill passed on Saturday changes this, and provides that the land may be taken by actual settlers only at the price

The Union Pacific Railroad is now completed from Omaha to Ogden, a distance of 1,032 miles. The Central Pacific is completed from Ogden to Sacramento, 132 miles, leaving 736 miles to be completed to San Francisco. The Central Pacific is now completed from Sacramento to Colfax, 69 miles, leaving 67 miles to be completed to the summit of the Sierra Nevada. The Central Pacific has also completed 40 miles of road from San Francisco to San Jose, leaving 80 miles to be completed to Sacramento. The Central Pacific has also completed 40 miles of road from San Francisco to San Jose, leaving 80 miles to be completed to Sacramento. The Central Pacific has also completed 40 miles of road from San Francisco to San Jose, leaving 80 miles to be completed to Sacramento.

ROBBING BY STEAM.

A member of the House of Representatives from the State of Arkansas has introduced a bill, and a Senator from Arkansas has reported a bill, both in the same terms, to encourage the establishment of a line of steamships, under the flag of the Union, for the conveyance of the mails of the United States to Europe, India, China, and other foreign lands. The bill directs the Postmaster General to enter into contracts with the Mediterranean and Oriental Steam Navigation Company of New York for the conveyance of the mails from New York, Norfolk, and Port Royal, to Cadiz, Marseilles, Genoa, Trieste, and Port Said in Egypt, and, when completed, by the way of the Suez Canal, to carry the mails to the East, but not any farther than China. This company is to build steamships of not less than 3,000 tons measurement, which shall be adapted by construction into vessels of war; shall be registered under the flag of the Union; and shall have a speed equal to the average of steamships now or which may hereafter be put afloat. The contracts are to be for twenty years. The steamers are to leave Norfolk and Port Royal semi-weekly, and New York tri-weekly. The Postmaster General is to receive all the interest-bearing bonds which may be granted by the Southern States named, to form a fund for the benefit of such company, to aid in promoting navigation between the United States. The Postmaster General, as he receives these deposits of bonds, shall endorse an equal amount of the debts of the said company, and shall pay the interest thereon.

These steamships are to be built entirely of materials produced in the United States, and in consideration of their being constructed there shall be granted to the said company, for each and every ton, carpenters' measurement, 80 acres of public land, and also 640 acres of land for each and every apprentice educated and maintained on said steamships; and for each $100,000 of bonds deposited by the State with the Postmaster General there shall be issued to such State warrants for 100,000 acres of public lands. The company is to educate and keep on said steamships at least one apprentice for each ton of measurement. It is also provided that the company shall have the privilege of purchasing from the Secretary of the Navy any vessel of war which may be considered as no longer suitable for naval purposes.

This is the substance of this most comprehensive bill. It is, of course, nothing more than another of the ingenious devices to plunder the Treasury. The Secretary of the Navy, in his last report, recommended the building of a large navy; to take the place of the many vessels no longer in the service. This bill includes a provision for the sale of these vessels to this company. This company, we suppose, is to convert these vessels into steamships, and, in case of war, is to sell them back to the Navy Department, to be converted into naval vessels again. That is, we suppose, the Arkansas idea of building a navy for the next war. It is useless to spend words upon such a crotchy, visionary, and impracticable scheme. It bears upon its face the evidence of its impropriety and absurdity.

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Among no class has the recent legal-tender decision of the Supreme Court created a greater flattering than among the currency inflationists. If backed up by their little schemes for cutting the ovjis of depreciation, by issuing more of the same sort, to a dead stand. For, if the Legal-Tender act is of doubtful constitutionality in all its parts in time of war, however great the military necessity, and if it is wholly void in some of the features deemed most essential at the time of its passage, it is plain that any new issues of legal tenders at the present time would be declared unconstitutional by the same Court.

The rumor that certain Irish occupants in California are preparing to organize and massacre the Chinese on St. Patrick's Day is, we hope, a canard, which does the Irish race on the Pacific coast great injustice. We cannot forget, however, that the Irish and English colonists in Australia, a few years ago, set on foot a thrilling war and killed off the Chinamen like sheep. There is, doubtless, much depression in industry in California, but by no means so great as in Dublin and London, where Irish labor has no Chinese competitors. We have now a treaty with China, under which the government has bestowed upon obligations to protect the lives, and civil rights of the Chinese in this country, and there is no doubt that the government will enforce this treaty as the law of the land, which the rich and Americans of California must alike obey.

The New York papers publish an extended advertisement of a novel and fanciful suggestion—for the transportation of freight and packages. It proposes to construct pneumatic tubes, similar to those now in use in London; but, instead of running cars through them, impelled by currents of compressed air, as at present, that fills the cavity, it is proposed to load the freight in hollow spheres and roll these through the tubes at rates of from one hundred and fifty to two hundred miles an hour. It is stated, the proposition is to shoot freight as from Chicago to New York through a tube of the diameter of a large navy, to take the place of the many vessels no longer in the service. This bill includes a provision for the sale of these vessels to this company. This company, we suppose, is to convert these vessels into steamships, and, in case of war, is to sell them back to the Navy Department, to be converted into naval vessels again. That is, we suppose, the Arkansas idea of building a navy for the next war. It is useless to spend words upon such a crotchy, visionary, and impracticable scheme. It bears upon its face the evidence of its impropriety and absurdity.

General Reynolds' refusal to allow his name to be used before the Legislature of Texas as a candidate for the United States Senate, on the ground that the exercise of his powers as Military Commander of the district precluded his acceptance of such an office consistently with personal honor, is an act of rare delicacy and propriety, and deserving of the thanks of the country. We believe it is the first instance of the kind in which an officer, charged with the execution of the Reconstruction law, has declined to accept any office at the hands of the reconstructed governments. It recalls the early days of American politics, when honorable scruples governed office-seekers.

THE NORTHWEST.

IOWA.

At Dubuque, a baby two months old swore its parents in by its orphan. It was found out it as well as they could, thinking it was suffering under the attack of small measles. After worrying the baby to death, mother and father had dropped into quiet and sleep. When the parents awoke, the baby was dead, the infant sentinel against waking the baby, saying it would not last at a later hour the mother, thinking the child was peacefully sleeping, went to its cradle and found it dead.

The grand challenge piano contest for the championship of Iowa, between Professor Kelly, of Cedar Rapids, challenger, and Professor Rooney, of Clinton, accepted, came off at Cedar Rapids, Feb. 15th. The decision was unanimous in favor of Rooney, who is not yet 20 years of age.

The Dubuque Republican of the 16th says:

"Mr. Gerhard Schmidt, a German citizen who, we understand, has been meeting at Lancaster for a few days past, and who has been in this country [illegible] in that town, had the unfortunate to lose [illegible] his pocket-book, containing [illegible] had [illegible] living in St. Joe, desired that her body should be brought to that place for interment, and the remains of many other members of the family [illegible] in that city. Mr. Schmidt, with their escorts, the same that the corpse of his wife accompanied [illegible] reached this city on the through pile car, shipped it by the Dubuque & Sioux City road, and [illegible] to the depot. [illegible] accompanied the remains. From arrival at the depot [illegible] the corpse was taken to the residence of the deceased, and [illegible] to the depot of the Council Bluffs & St. Louis road, [illegible] the remains, before [illegible] instructions had been given [illegible] officers for their transmission to St. Joseph, [illegible] the pocket-book containing the money [illegible] has been heard from. The two daughters [illegible] are in this city, and [illegible] in the performance of sorrowful [illegible] in their distress, [illegible] Mr. Schmidt, who is a gentleman [illegible] committee, has returned of the railroad dept spoken [illegible] and the money [illegible] and [illegible] stated that the young ladies were there yesterday [illegible] and [illegible] the arrival of their father in [illegible] agency. We [illegible] the [illegible] grounds for believing [illegible] no doubt of the recovery of the money."

The New Albany Ledger says: "Dr. D. G. Stewart, of this city, is now engaged in translating the New Testament from the original Greek, using first the word in the Greek text, then the word or words from which it is derived, and then the English word. Dr. Stewart has been at work upon this translation for the past twenty years. It is arranged into thirteen, the translation following a line of words, and being literal. The reading by this translation is somewhat crude, much after the style of the old English of two hundred years ago, yet it is connected and simple, and nearly as we can gather from the text of the work, not a word is left out. The work is a most elaborate one, and is being prepared for the press with extraordinary care. When published it will be a valuable addition to Biblical literature. It will make a royal octavo volume of about 1,000 pages. The copyright is secured, and the work upon its completion, which will require probably two years' work yet."

The Sabbatarian Herald says: "Every indication seems to be that the Sabbath question will continue to take, to and from this point, must be established not long after the opening of navigation."

The Eau Claire Free Press says: "We are informed by Mr. Sidney Smith, one of Chippewa County's extensive lumbermen, that while logs are getting a less amount for logs on the bank than last year, appearances indicate that, financially, many of them will succeed better in business than last season."

Dwight Foster died in Fort Attikson, on the 9th inst., in the 65th year of his age. Mr. Foster was one of the first settlers of Fort Atkinson, and had resided in Jefferson County over thirty-two years.

MINNESOTA.

The members of the Legislature, who went over to Minnesota to visit the Pembina Line, were invited to a ball on their arrival, for which Minnesota hospitalities they were charged $5 apiece!

By the 1st of March of this year more than 15 per cent of Goodhue County taxes will be cancelled, and, therefore, authority is asked to issue bonds bearing 10 per cent interest!

OHIO.

A Cleveland woman has applied for a divorce on the ground that her husband is disagreeable to her.

Cincinnati proposes to spend portions of the proceeds of the sale of the Spring-lane property in building a city hall.

WISCONSIN.

The wife of an Irish man not every 50 Dooley about two months ago, and the other day undertook her husband to stand a shower bath. He consented to stand in the shower bath, and his wife turned on the water. He stepped, "Don't you put a visit there on my account," and shut in Dooley.

POLITICAL.

John Sharp, who held the office of Wrecker for the Port of New York, under the Tweed régime, is the author of an appeal to Democrats for the removal of all the Republicans now at work by employing two colored men in their places.

Of the new United States Senators elected from Georgia, Mr. Norris is the present Solicitor General of the State; and Mr. Whitaker, elected for the short term, was defeated for Congress in the Third District in the last election.

Two colored men have been appointed to clerkships under the Internal Revenue Department.

A member read the following extract from one of those words in use:

"Question. Are you with Abraham Lincoln?

"Answer. A Democrat who was elected [illegible] Lincoln, and who [illegible] Lincoln, and [illegible] Lincoln, and [illegible] Lincoln, and

CHICAGO DAILY TRIBUNE: TUESDAY, FEBRUARY 22, 1870.

RAILROAD TIES WANTED.

SCALES,

EDUCATIONAL.

MACHINERY.

PROPOSALS TO CONTRACTORS.

CHICAGO DAILY MARKET.

BOOKSELLERS AND STATIONERS.

THE COURTS.

POSTAL TELEGRAPH.

CHICAGO BOARD OF TRADE.

COMMERCIAL.

CHICAGO STOCK MARKET.

LATTER-DAY SAINTS

Harangue in Farwell Hall by William Dallin, Mormon Elder.

The Rise, Progress, and Final Destination of Mormonism.

What the Saints Will Do in Case Polygamy is Interfered with by Congress.

The Marriage Relation in Utah--Mormon Treatment of the Indians.

"John Anderson by Jo;" or Why She Loved and Married Him.

The Stars and Stripes Revered and Loved at Salt Lake.

"Let Us Have Peace."

William Dallin, Esq., a Mormon Elder, delivered a lecture last Night at Farwell Hall, on the history of Mormonism and its doctrines, particularly polygamy. He was listened to by a fair audience. He spoke as follows:

THE LECTURE.

LADIES AND GENTLEMEN:--It is with a degree of gratitude that I stand before you this evening. The subject that will engross our attention is one that is of rather a peculiarly important nature at present. In presenting myself before you I do not come in the authority of any sect or set of men to represent the views that I shall endeavor to present before you. The announcement on the printed programme me as a Mormon Elder. That is correct, but I wish you to bear in mind that I do not come as the representative of Prudence Young or any other man, but simply as a citizen of Utah,--having resided in the city for some weeks, and been somewhat acquainted with the excitements which so prevailed in this city and other parts respecting the present subject with Mormons. For my own part the principles that I represent are those of the cosmopolitan. It matters not to me what a man's religion or his faith may be. If he be a man, that is all I ask of him. I do not expect to signal in carry my mat or set of opin upon my back, any more than they shall be worthy the consideration of the public; but, in my feeble way, I desire to represent the truth as I understand it.

The question with me in a principle that has engrossed my attention from my boyhood up to my present state of manhood. I have always believed that I will take up the rise, progress, and final destination of Mormonism. I shall endeavor to present some of the points, and I will endeavor to present them as clearly as I can. I shall be as brief as possible, for I know that the time is limited to us upon this occasion.

The great question before the nation is this:--Shall we do with the Mormons? We are told by some that we should annihilate them; others say, No, let them alone. We have battled them for years at a time, and they have always come out victorious. They have always been victorious, because they have the principle's most dear to God, so they say, to contend for. Now, I ask, Shall we do with them? Shall we interfere with them in the exercise of their own conscientious convictions? Shall we interfere with the liberty of the citizen? Shall we, as a nation, be so unjust as to do so? Shall we, as a people, who have always been foremost in the ranks of freedom's battle, be the first to deny to others that which we claim for ourselves